THE COAL OPERATORS MEET.

NAME COMMITTEE TO COLLECT BUSINESS STATISTICS.

Seek to Refute the Miners' Contentions That the Industry Has Shown Increased Profits Since the Last Strike-Hungarians Here on Way to Europe.

The committee of seven of the anthracite operators appointed to consider the dends of the anthracite miners met yesterday in the office of President E. R. Thomas of the Lehigh Valley Railroad, 143 Liberty street. The members remained in session for about an hour, after which the following statement was made:

The statistics bearing upon the demands were submitted by the operators. They were referred to a subcommittee to report to the general committee, to meet at the call of the chairman as soon as practicable."

The subcommittee consists of George F. Baer, president of the Jersey Central Railroad and David Willoox, president of the Delaware and Hudson Company. The general committee referred to is the operators' committee of seven.

Agents of the coal carrying companies have been for some time collecting the statistics in the anthracite mining districts in order to refute the statement of the anthracite mine workers that the operators had made more money since the strike of 1902 was settled than they had ever done before. The findings of the subcommittee who will be assisted by experts in mining, will be submitted to the commining, will be submitted to the committee of seven, after which a joint meeting of the miners' and operators' committees will be called to go over the demands, which were referred to last week by the mine workers as "propositions."

President Mitchell of the United Mine Workers had no comment to make on the workers had no comment to make on the statement. Up to last evening he had not sent for the members of his committee who left the city on Saturday for their homes. He said that he would remain in New York at least until the end of this

Week.
The visit of President Compers of the The visit of President Gompers of the American Federation of Labor to this city has no bearing on the affairs of the United Mine Workers, according to Mitchell.

Mitchell was asked if he would be present at the meeting called by the American Federation of Labor on March 19. He replied:

Federation of Labor on March 19, He replied:

"That is hardly likely. The convention called by the soft coal operators in Indianapolis is to be on that date."

Mitchell would say no more, but his manner indicated that he will be present at least in Indianapolis during this convention.

That an anthracite strike had been anticipated by the miners in the anthracite regions was shown yesterday by the arrival of 1,100 Hungarians and Slavs over the Delaware, Lackawanna and Western Railroad to sail on the Kaiser Wilhelm der Grosse for Europe. They said that they were miners from Pennsylvania, and are supposed to be the advance guard of several thousand miners who wanted to take advantage of a strike to visit their relatives in Europe. The Kaiser Wilhelm could accommodate only 730 of them. The remainder will sail on the Chemnitz to-morro w.

AMERICAN WOOLEN.

Surplus of \$1,832,903 in 1905 After Paying Preferred Dividends.

President Wood of the American Woolen Company says in the report for the year ended December 31, published yesterday: The enormous increase in business having

equalled the capacity for producing, your directors deemed it wise to provide for the continued growth of the business by organizing in August last the Wood Worsted Mills, located at South Lawrence, Mass., with a capital of \$1,000,000, all of which will be sub-scribed for and owned by your company. scribed for and owned by your company. With the exception of your own Washington plant, these will be the largest and most complete worsted mills for the manufacture of yarn and men's wear staple goods in the United States. They will be a valuable acquisition to your company, which has felt he need of a yarn plant to supply the needs of the company. It is expected that these mills will be completed about the first of November.

mills will be completed about the November.

The company owns all its properties in fee or by ownership of the entire capital stock, and all of the plants are now free from any encumbrance. The heavy advance sales of cloth have been provided for by engagement of wool in anticipation of the company's wants. The number of shareholders has increased 20 per cent. over the past year.

The income account for the year follows: The income account for the year follows:

 Net sales and other inc... \$48,660,440
 \$39,632,916
 Inc. \$9,027,533

 Cost and exp... \$43,879,292
 \$6,590,586
 Inc. 7,288,206
 Net profits... \$4.781,157 \$5,042,830 Inc. \$1,738,827 Divs. pf stock. 1,560,416 1,400,000 Inc. 160,416 Balance...... \$3,220,741 \$1,642,830 Inc. \$1,578,411 Depreciation ... 1,367,838 Inc. \$1,367,838 Surplus..... \$1.852,903 \$1.642,830 Inc. \$210,578

STEEL MERGER DISCREDITED. Pittsburg Gives No Credence to Report of

\$175,000,000 Purchase by Trust.

PITTSBURG, March 6 .- The story of a \$175,000,000 iron and steel merger by which the United States Steel Corporation would take over most of the independent plants of the country and get absolute control of the

the country and get absolute control of the iron industry, received little credence in Pittsburg to-day, and this evening is discredited by its author.

The Gazette, one of the newspapers owned by the Olivers, steel people, displayed the story at great length this morning. The connection of the Olivers with steel gave the story weight until the Chronicle, the evening edition of the Oliver paper, came out, discrediting the morning story. The Chronicle says:

No confirmation of these reports has been given and in some quarters it is doubted that the enterprise has even been

E. H. Gary, chairman of the United States Steel Corporation, denied yesterday reports from Pittsburg that appraisers for the Steel Corporation are at work on practically every independent steel plant in the country with a view to their purchase. The report had it that the Republic Iron and Steel, Tennessee Coal and Iron, Colorado Fuel, Sloss-Sheffield and La Belle Iron companies were among those to be taken over. were among those to be taken over.

ATTACKS JOHN D. ROCKEFELLER. Corporation Methods Denounced in Chicago University.

CHICAGO, March 6 .- John D. Rockefeller to-day was scored as a promoter of corporate evil by Andrew Cook, head of the corporation department of N. W. Harris & Co., in an address to students of the University of Chicago.

This bold attack on the founder of the University, who has given millions to it, caused much surprise.

"Publicity will cure many of the evils of the Rockefeller system," said Mr. Cook.
"If John D. Rockefeller would tell the peo-

"If John D. Rockefeller would tell the people just how much of the stock of his enterprises is water the people would have nothing to do with any of those companies."

After explaining the process of forming a corporation and the method by which it does business, Mr. Cook pointed out some of the abuses of the system and scored the practice of watering stock. He said:

"The North Side Street Railway lines furnish a striking example. They are bonded for \$90,000 a mile and their real value is about \$9,000. The first thing a city should do toward acquiring ownership of traction lines is to get laws by which it can have access to all books of the company. Then only can it determine the real value of the business."

Fall River Iron Works to Be Reopened. FALL RIVER, March 6 .- The Mount Hope Iron Works, closed two years ago, has been bought by a new company, which will soon be incorporated as the Somerset Iron and Steel Works. James Plant of Syracuse, N. V. will be president. IRON AND STEEL.

The Foundry Iron Markets Are Inactive -Quietness Rules Steel Products.

There is a quiet feeling in most of the domes tic markets for foundry iron. The general outlook is not unsatisfactory. They who count upon a revival of buying within a few days base their views on facts that give warrant that liberal buying for actual needs will soon be a feature of the markets. But as the markets are to-day, business is slow. This condition is not in this market or that, but is general the country over as to what concerns pig iron producers. The local market is helped by the large and steady consumption going on by the numerous large manufacturers of machinery who, for the most part, are pretty well down to the last stacks of foundry iron. A matter of the first consequence in reporting the actual state of the markets is that many founders are waiting for the deliveries of considerable iron long ago contracted for, shipments of which are hindered by the inability of furnaces to make the products on time or because of he car famine.

A number of fair sized orders for account of New York and New Jersey founders have been placed this week at local selling agencies. The aggregate is not large, yet as the requisitions were widely scattered and the sales were made at standard prices, the transactions afforded evidence of the good undertone of the local markets. Similar conditions are reported from the markets of New England and the central West, where the conditions governing the larger manufactories of machinery are identical with the records of running full time that occupy most of the heavy machinery manufactories in the East. East and West the larger consumers seem to have plent; of work in hand for running full time for several months, and that implies a time near by when there must be a revival of buying in foundry iron. Few foundries can show much in the way of present stocks of raw materials or finished products. This is especially the case with most of the stove founders, who have no stocks to speak of.

From several iron making sections comes the intelligence of the blowing out of furnaces for one reason and another, mainly for neces-sary repairs. The pace has been a hot one for furnace operators for a long time past, and some of the furnaces that have been run year after year are in decidedly bad condition. Several large producers in the furnace sections of the East and South have been withdrawn for a time, because the owners consider that there is to be a slow recession of business through the year. They do not look for dull times. But they do believe that when the trenendous contracts now in hand by most of the large consumers come to an end there will not be a great amount of new business to occupy the big machinery plants and the works that are employed for railroad account. These views are expressed by the more experienced furnace operators, who have been through the ups and downs of the iron making business for a generation, and who are quick to recognize the signs of the times.

Conditions in domestic steel markets are practically unchanged. Here and there the reduction of the output of a mill is noted. Most selling agencies reflect the quiet present market conditions that affect the pig iron producers. In some lines of steel products production is increasing in volume; in others it is evident that trade will be quiet for some time. Such, in substance, are the views of the leading lights of the steel trades hereabouts. It is said by several exporters of steel products, that conditions are making for some large sales for foreign account, and that the shipments will be important trade factors within a short time. Prices are steady, and are ruling for almost all the great variety of products at quotations that have been held for an extended period. For a large number of products American prices to-day are ruling below European markets, which have been advanced several times since the present scales of American prices were first set forth.

It is evident that the larger interests in the steel making business possess unbounded confidence in the ability of consumption to take care of the output beyond the time when most of the present large bookings in process shall have been passed on as finished busishall have been passed on as finished business. Steel makers are obliged to look a long distance ahead, and the present outlook, as reported by the sagacious heads of several of the great steel corporations, assures that as reported by the sagacious heads of several of the great steel corporations, assures that business is going to be good for two or three years—and maybe longer. Evidence of the faith of these prime movers of gigantic enterprises in the future is seen in the pushing forward of enormous building enterprises.

Way of the Grand Trunk and any other line except the New York Central, \$16 first class and \$15 second class.

To Boston and Albany, \$22 first class and \$19 second class; by any other line, \$16 first class and \$15 second class. forward of enormous building enterprise to improve existing plants and to create new manufactories. The policy of these men is forward all the time. None of the heads of the important steel industries who have been asked for an expression of their views on the present situation believes that the quiet market of to-day is more than a little lull.

The president of one of the larger car build-

ing works, who has just returned from an extended business tour of the Western and Southern States, informs THE SUN that business in the Southern and Southwestern States is averaging better for railroad work than the Eastern and the Middle States. He reports good prospects for large orders for bridge, structural steel and rolling stock to be placed by a dozen or more Southern steam roads after July. The same is the case in the Southwest, where almost every road needs locomotives, cars and many kinds of steel products in the form of track material, machinery and for building stations and freight bouses. This car builder has had many years experience in studying the physical condition of railroads. He states that never before has he known so many railroad managers as are now pressing for the buying of new track material and rolling stock. These interests are only waiting for the com-pletion of pending financial arrangements to

COPPER, TIN AND LEAD. The Leading Domestic Copper Producers

Are Enjoying Marked Prosperity. As reported by the leading domestic copper producers and consumers, business is re-markably good. The general condition of demands and supplies is expressed by the buyer for one of the great electrical apparatus manufactories of this State, who says: "It's no longer the question with us, what is the amount of copper we need, but what is the amount that we can get from producers. We are buying from several sources, and yet we have been short of copper all the time for months past." The business in hand by the electrical trades has passed all former records, and is causing demands for high grade copper right up to the available production of some of the larger refineries. Business in the copper and brass working industries of New England is brisk, and the wire drawers and rolling mills are busy as bees. The lull that has overtaken some branches of metal working has not affected the copper working interests East or West. Prices are firm at 18%c. for electrolytic and Lake for future deliveries. Prime casting grades are 18%c. For foreign account, inquiries for electrolytic and lake are numerous, according to reports from selling agencies and brokers Europe's supplies of G. M. B. copper are dwindling, and sources other than the United

tons. Lead is moving more freely under a slightly increasing demand. Desliverized pig is 5.35@5.45c.; corroding grades are 5.45c. Objectors in Consolidated Exchange.

States are not holding up well as producers, except Tasmania and Peru, whose outputs

are only a small factor in the European demand. In London, standard copper warrants are £80 for spot; futures, £78. Pig tin is dull

at 85%c. in the local market. London quotes

spot at £162 15s.; three months, £162 5s. The amount affoat for all American ports is 2,000

A special meeting of the Consolidated Exchange will be held this afternoon on the petition of some 100 members, to consider the proposed sale of the lease of the present building and an arrangement by which the exchange will share the floor space of the Produce Exchange. Some of the Consolidated members object to joining with the Produce Exchange on the ground that the latter is not a very live institution, although the governors have practically decided to do so, and a stormy meeting is expected.

COMPLAINS OF N. Y. C. RAILWAY.

State Commission to Examine Discount Item Broker Can't Understand. The State Railroad Commission has

been directed by Gov. Higgins to investigate a complaint made to the Governor by Judson G. Wall, a curb broker and dealer in securities at 11 Wall street, and president of the Prospect Heights Citizens' Association of Brooklyn, in regard to the \$15,000,000 note issue made by the New York City Railway Company in 1903.

Mr. Wall wrote to the Governor, com-Mr. Wall wrote to the Governor, complaining that, although only \$3,500,000 of these notes had been sold, it appeared from the report made to the railroad commission that the company had charged \$4,500,000 in its liability column to discount on the whole issue. Mr. Wall said that he failed to understand the bookkeeping and asked for an investigation. Mr. Wall received the following letter yesterday from the railroad commission:

Your letter of the 23d inst. to the Governor

Your letter of the 23d inst. to the Governor relating to the report of the New York City Railway Company for 1903 and 1904 has been referred to this office by the Governor, with the direction that the matter be investigated by this board. We have written to the com-pany on the subject, and the matter will investigated and the result reported to the Governor and to you.

J. R. KENNEDY. COMSTOCK TUNNEL JUMPS. ome Tip Starts the Shares Up From 10

Cents to 40 Cents. The Comstock Tunnel Company's shares, which have hardly been heard of for several years, had a spurt on the Stock Exchange yesterday and on Monday. No one in Wall Street could be found who remembered when he had seen a sale of the stock re-orded on the ticker before. More than 1,000 shares were dealt in on Monday at about 10 cents, and yesterday a larger quantity changed hands, the price advanc-

quantity changed hands, the price advancing to 40 cents.

The Comstock Tunnel Company is a successor to the Sutro Tunnel Company; which constructed a tunnel to drain the famous Comstock lode in Nevada, out of which Fair, Mackay and other Californians made their fortunes. The company has paid no interest on its bonds since 1892. Franklin Leonard, Jr., the treasurer, said yesterday that he knew no reason for an advance in the company's stock except that great improvements have been made of late and that the stockholders have begun to realize the value of their equity.

CURRENCY REFORM FIVE. Chamber of Commerce Named-May Call Conference Here.

President Jesup of the Chamber of Commerce appointed a committee of five yesterday to consider currency reform and confer with financiers and a uthorities on currency matters in other cities. It is possible that the committee will call a con-ference to be held in this city. The com-mittee consists of Frank A. Vanderlip vice-president of the National City Bank Charles A. Conant, treasurer of the Morton vice-president of the National City Bank Charles A. Conant, treasurer of the Morton Trust Company, and the author of several books on currency and banking; Dumont Clarke, president of the Clearing House and president of the American Exchange National Bank; John Claffin and Isidor Straus. The committee will appoint its own chairman. Jacob H. Schiff was unable to serve on the committee because of his trip to Japan. The committee will report the results of its studies to President Roosevelt through the Secretary of the Treasury. velt through the Secretary of the Treasury.

GRAND TRUNK'S CUT RATES. Files Notice of Reduction to \$16 From

Chicago to New York. CHICAGO, March 6 .- The Grand Trunk opened hostilities in the rate war between Chicago and New York, Boston, Albany and Troy to-day when it filed with the Interstate Commerce Commission notice of its intention to make reductions in rates.

The rates quoted in its notice are as follows:

follows:

To New York by way of the Suspension Bridge at Buffalo and the New York Central, \$20 first class and \$17 second class; by way of the Grand Trunk and any other line

The Philippine Railway Construction Co

Articles of incorporation of the Philippine Railway Construction Company, a \$1,000,000 Railway Construction Company, a \$1,000,000 concern, were filed yesterday afternoon at the office of County Clerk John Rotherham in Jersey City. The company proposes to construct and equip lines of railway operated by steam or power of any kind in the Philippines and elsewhere. It will also construct telegraph and telephone lines. The incorporators are Albert C. Wall, 1 Exchange place, Jersey City, and Edward B. Bruce and Jarvis P. Carter, both of 52 William street, New York city. The principal office in New Jersey is at 1 Exchange place, Jersey City.

Automatic Telephone Exchange Dividend. CHICAGO, March 6 .- The dividend of the Strowger Automatic Telephone Exchange will be increased at the next dividend meeting of the directors of the company in June. The annual meeting of the stockholders was held here to-day. At the close of the meeting annuncement was made that receipts the company of the stockholder was made that receipts the company of the stockholder was made that receipts. were such as to make possible either an extra or an increased distribution in July. The company now pays one-half of 1 per cent. semi-annually.

New Home for Broadway Savings Bank. Plans have been filed for a new building at 5 and 7 Park place for the Broadway Savings Institution, whose present quarters are at 23 Park place. It is to be 37% feet front and 76 feet deep, 46% feet high with a façade of either limestone or granite in

classic design, lighted by a central arched bay. The entrance will be flanked with bronze columns bearing electric lamps. Chicago Gas Co. to Build New Plant. CHICAGO, March 6 .- Five million dollars will be spent by the Peoples Gas Light and Coke Company in building a gas plant on its 300 acre tract on the southwest side of Chicago. A capacity of 20,000,000 feet a day will be developed at first, but plans have been made to increase this to 60,000,000 feet daily expentually. feet daily eventually.

Ask That Chicago Railway Leases Be Sur-

rendered. CHICAGO, March 6 .- Petitions were filed to-day in the United States Circuit Court asking that the Uniced States Circuit Court
asking that the leases between the Chicago
Union Traction Company and the North
and West Chicago Street Railway companies be surrendered by the receivers of
the Chicago Union Traction Company.
Petitions were filed by counsel for the two
underlying companies. The case was set
for hearing May 2.

Lake Navigation Opens Earliest in 26 Years. CHICAGO, March 6 .- Preparations for the resumption of Lake navigation by Chicago ship owners were begun to-day, following the announcement that navigation between Detroit and Cleveland had opened to-day, the earliest in twenty-six years.

The Government will not resume the life

saving and weather service until April 1.

Decides Chinese Labor Is Not Cheapest VICTORIA, B. C., March 6,-After ten years experience with Chinese the Victoria Lumber and Manufacturing Company has decided to employ only white laborers. There is no sentiment in the matter nor any dictation or suggestion from labor unions. The company decides that white labor is cheapest in the end.

HELP WANTED-MALE.

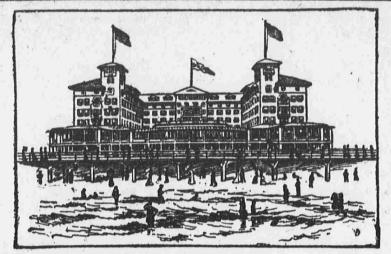
WANTED-Experienced man on gold stamping ress; job and edition work. Address S., box 120

PAPER RULER WANTED: union hours and mion wages. At CASSIDY'S, 221 Fulton st.

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Atlantic City.

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Miscellaneous.

11TH ST., 15 EAST (THE ALABAMA)—Ele gantly furnished apartments; private bath; withou meals; including meals, two, \$25 weekly; one, \$15

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FAMOUS GERMAN RESTAURANT.
A LA CARTE AND TABLE D'HOTE.
Musfe by THE VIENNA ARTIST ORCHESTRA.
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Old Hotel Martin. Also service a la carte.
University Pl. & 9th St. (Music by Amato Orch.
BURNS

45th Street and 6th Avenue.
CAFE BOULEVARD 2d Ave. & Tenth St. Huncare Boulevard 2d St., Sixth Av., bet. 231 & 24th Sts.
CAFE DES AMBASSADEURS 108 West 38th St.
CHURCHILL'S Opens new place. Tues. Mar. 6.
CHURCHILL'S Opens new place. Tues. Mar. 6.
LITTLE HUNGARY 25.7 East Houston St. Tch.
Wine. Hungarian Gypsy
HERALD SQUARE HOTEL 34th St., Just west of
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HERALD SQUARE HOTEL Broadway. A la carte.
NEW GRAND Sunday Table d'Hote. \$1.25.
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COMPOSITORS, stone hands and makeup men, linotype and monotype keyboard operators and machinists wanted for permanent positions in the large book and job offices of New York city; highest wages paid to competent men willing to work in "open shops." Call or address, as reference former employer, TYPOTH-ETÆ OF THE CITY OF NEW YORK, Room 1320, 320 Broadway, New York,

AUTOMOBILE SCHOOLS OF AMERICA. Largest private school system in world. Day or tight; road and repair work on four-cylinder cars only. Can place 100 graduates at \$30 to \$40

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742 7TH AV. PHONE, 3581—COL. NEW YORK. WANTED—Bookkeeper and general office man; Post Exchange, Fort Slocum; must be 21 to 30 in years, able to operate Smith Premier and keep double entry; references as to character absolutely required. Call or address OFFICER IN CHARGE, Post Exchange, Fort Slocum, stating weekly salary

WANTED—Two floor and two planer hands on heavy work; steady work and good wages; no trouble; only first-class men wanted; state wages and experience. FARREL FOUNDRY & MA-CHINE CO., Ansonia, Conn.

WANTED-YOUNG MEN WITH SOME EX-PERIENCE IN LARGE LACE IMPORTING HOUSE ADVANCEMENT. LACES, BOX 104 SUN UP-TOWN OFFICE, 1393 BROADWAY.

WANTED, in the office of a large English fire insurance company, a bright, smart, capable youth who is a good penman, a graduate of high school preferred. Address, with references, A. B. C., P. O. box 1657, Manhattan, New York. BOY WANTED in an importing house; one just from school preferred. Apply by letter only. BENJAMIN GRIFFEN. 49-48 Vestry at.

WANTED-Book canvasser; must have good reference and experience. Address B., box 100 Sun office. The LAUREL-IN-THE-PINES

WANTED-By a live Philadelphia woollen job-bing house salesman to sell the merchant tailoring trade. Address B., box 118 Sun office. WANTED—Two men to sell life insurance; best contracts; must come well recommended. Ad-iress T. M., box 118 Sun office.

"It is the coming construction for all great build-ings—It won't bend, it won't break and you couldn's burn it if you tried,"—THOMAS A. EDISON.

Dura it if you tried, "-THOMAS A. EDISON.

(INCLUDED SECTION AS A. EDISON.

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Always Open

This magnificent house, the most complete resort hotel in America, results from the addition to the famous Marlborough House of its new annex, "Blenheim," with 250 guest rooms and 250 private baths (one with every room); constructed (at a cost of a million dollars) of reinforced concrete columns and beams and hollow-tile walls and floors, insuring the dry atmosphere so desirable at the shore.

The appointments are fine. The greatest solarium overlooking the ocean in the world. Music by orchestra of soloists throughout the year. Golf. Ownership management.

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Most select location on the ocean front ATLANTIC CITY, N. J.
Distinctive for its elegance, exclusiveness high class patronage and liberal management; sea water in all baths, orchestra of soloists. Booklet, rates, etc., at 289 4th Av., N. Y. Newlin Haines.

GRAND ATLANTIC HOTEL. Virginia ave. and Beach, Atlantic City, N. J. Convenient to Steel Pier and all amusements. Hot and cold sea water in private baths. Long distance 'phones in bedrooms. Rates, \$2.50 to \$4 per day. Weekly rates, \$12.50 to \$17.50 American plan. Steam heated sun parlors. Cafe. Write for 1905 booklet. Music. Capacity 700.

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Hotel Pierrepont.

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Atlantic City, N. J. Always open. On ocean front. Courteous Attention. Homelike Surroundings. very Comfort. Bookiet and Calendar on application.

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Fireproof.
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Finest eafe in the City. Also a la carte service Full orchestra. HOTEL TRAYMORE, Atlantic City,

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Directly on the Beach. Local and long distance telephones in rooms American and European plans. 400 ocean view rooms. 100 suites with private sea water baths. Artesian well absolutely pure. Orchestra and weekly social features Capacity 1,000. Special Spring rates. H. E. EDER.

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Lakewood Hotel

Lakewood, N. J.

American and European Plans.

THE LAKEWOOD HOTEL has long been known as the best equipped winter hotel in this country. The salubrious health giving pine air of Lakewood and the mammoth, magnificent hotel, affording every comfort, convenience and luxury to its patrons, have made it the most popular winter resort on this continent. This season the cuisine, always noted for its excellence, will be even better than ever. The chief and staff that have made BERGER'S of Newport famous in that home of epicures, have been brought to the Lakewood Hotel Intact. epicures, have been brought to the Lakewood Hotel intact. Write for treatise on Water Cure Bath attached to hotel. JAS. N. BERRY, Manager.

LAKEWOOD. AMONG THE PINES OF NEW JERSEY, A Fashionable and Healthful Fall, Winter and Spring Resort. THE LAUREL HOUSE,

A. J. MURPHY, Manager

FRANK F. SHUTE, Manager. LAKEWOOD, N. J. THE TOWERS Family hotel. Opposite the Laure House. Special weekly rates. Booklet W. H. & A. WRISLEY. PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION.
FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Raliroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit raliway or raliways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.

THIRTY-FOURTH STREET ROUTE.

Public notice is hereby given that, pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1908, at one o'clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report, after due hearing, whether a railway or railways in said city for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board, dated the 22d day of December, 1905 and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906; and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route and ry of the County.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine, after public hearing of all parties interested, whether such railways or railways ought to be constructed and operated, and shall report the evidence taken to said Appellate Division, which report, if in favor of the construction and operation of such railway or railways (as this Board will ask that it shall be, shall, when confirmed by said Court, be taken in lieu of the consent of the property owners along the line of said railway or railways.

Dated New York

Dated New York, February 15, 1906.
Dated New York, February 15, 1906.
BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK.
BY ALEXANDER E. ORR, President.
BION L. BURROWS Secretary.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.

Gerard Avenue Route.

constructed and operated.

Public notice is hereby given that pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street. Borough of Manhattan, City of New York, on the 9th day of March, 1900, at one o clock in the afternoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board, dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Cierk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said Hoard.

A description of the route and the general plan of construction of the said stall railway or railways forms part of the papers filed as aforesaid with the said Court, by the said Board.

A description of the soute and the general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synonsis of the said route in the County of New York: In the Borough of The Bronx: East 138th Street from Third Avenue to Walton Avenue, and Gerard Avenue from 138th Street to Jerome Avenue near Clarke Place.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine a

HELP WANTED-FEMALE.

EXPERIENCED GIRLS on pocketbooks and case making; also girl to pack and keep stock book. KIGGINS TOOKER, 125 William st.

UMBRELLAS—Tippers wanted on plain parasols and slik umbrellas. ALLISON & LAMSON, 5 East 17th st. AGENTS WANTED.

AGENTS TAKE NOTICE: HITCHCOCK'S, revised, enlarged edition of "Every Man His Own Lawyer." Everybody's law book. Legal rights, legal remedies, business forms adapted to every State in the Union. When we published some years ago 'Every Man His Own Lawyer' hundreds of thousands of copies were sold. Apply for terms to agents and circular of contents now. Sample copy postpaid, \$2.50. Address HITCHCOCK PUBLISHING CO. 49 8th ave, New York. P. S.—Mr. Benlamin W. Hitchcock, the president of this company, is one of the cidest and best known publishers in the United States.

PAWNBROKERS' SALES.

Fifth Avenue Auction Rooms, 333 TO 341 FOURTH AVENUE. Southeast Corner 25th Street. WM. B. NORMAN, Auctioneer. Consolidated Sale No. 15 by Auction of

The Provident Loan Society OF NEW YORK. OF NEW YORK.
Embracing dates of Nov. 1, 1904, to Nov. 30, 1904, both inclusive.
FOURTH AVENUE OFFICE, 279 Fourth Avenue.
Unredeemed pledges running from No. 54299 to
0. 57702, both inclusive,
and all pledges left over from former sales.
ELDRIDGE STREET OFFICE,
186 Eldridge Street.
From No. 81114 to No. 89470, both inclusive,
and all pledges left over from former sales.

From No. 81114 to No. 80470, both inclusive, and all piedges left over from former sales.

WEST 42ND STREET 0FFICE,

118 West 42nd Street.

From No. 53348 to No. 55980, both inclusive, and all piedges left over from former sales.

EAST 125TH STREET 0FFICE,

106 East 125th Street.

From No. 22485 to No. 23598, both inclusive, and all piedges left over from former sales.

WEDNESDAY. THURSDAY, MARCH 14 AND 15, 1908. AT 10 O'CLOCK EACH DAY.

Exhibition Monday and Tuesday, March 12 and 13.

L. L. FIRUSKI, Auct., 70 Bowery, ascilla 10 A. M.:
March 7—Order Wm. Simpson & Co. Jeweiry
March 8—Order B. Dreyer, 442 6th av.; all diamonds, watches, jeweiry, goods every description
pledged prior March 1, 1905, to No. 18414, and all
older dates held over.
March 9—Order J. E. Lemon & Co., 476 6th av.;
all diamonds, watches, jeweiry, goods every description pledged prior Feb. 1, 1906, to No. 47262,
and all older dates held over.
March 9—Order S. Stern, 2271 8th av.; all diamonds, watches, jeweiry, clothing, goods every
description pledged prior Feb. 28, 1905, to No. 15753.
March 12—Order Geo. Weaver, 460 9th av.; clothing, &c., pledged prior March 2, 1905.
March 13—Order M. Manning & Sons, 1670 3d
av., 584 8th av.; clothing, &c., pledged prior March
2, 1905.
March 14—Order Consolidated Loan Co.; Harry
Levy & Co., props., 103 Park row, all diamonds,
watches, jeweiry, goods every description pledged
prior March 1, 1905, to No. 34621 and all older dates
held over.

JULIUS SHONGOOD, Auctioneer, by Joseph Shongood's Sons, Auct's, 94 Bowery;
March 7.—Clothing, &c. Magen Bros., 459 Grand st.; Ned Harlam, 490 Hudson st.
March 8.—Clothing and all pledges prior to March 1, 1905, with S. Turk, bankrupt, 1464 2d av.
March 8.—Jeweiry, diamonds, &c. J. Blumenthal, 569 Hudson st., formerly 405 9th av.; Ned Harlam, 490 Hudson st., formerly 405 9th av.; Ned Harlam, 490 Hudson st.
March 9.—Clothing. A. Selinger, 634 2d av.
March 9.—Gweiry. Harris & Co., 665 3d av.
March 12.—Clothing. L. Schleber, 1629 2d av.
March 12.—Clothing. L. Schleber, 1629 2d av.
March 12.—Dlamonds, watches, jeweiry, &c., pledged to March 5, 1905. John J. Aaron & Son, 191 Grand st.
March 13.—Clothing, &c., pledged prior to March 1, 1905, No. 78967 to 82457. H. S. Isaacs, 2436 8th av.

CENTRAL AUCTION CO., M. Sheehan, Auct. 152-154 Canal st., will sell at 10 A. M.:
March 12-By H. McAlcenan, 1330 Broadway, all dlamonds, lewelry, watches, &c., pledged from No. 30000 in 1904 to No. 2000 in 1905, and all goods

No. 30000 in 1904 to No. 2000 in 1908, and all goods held over.

March 12—By H. Breckwedel. 478 Grand st.; clothing pledged to March 5, 1905.

March 13—By R. Simpson & Co., 195 Bowery; watches, diamonds, jewelry, &c., pledged to No. 24000, Jan. 1, 1905, and all goods held over.

March 13—By P. P. Fitzsimmons; clothing.

March 14—By M. & L. Harlem, 155½ East 125th st., diamonds, wratches, jewelry, &c., pledged to March 5, 1905, and all goods held over.

March 14—By H. Goody, clothing.

ELI SOBEL, Auct., 98 Bowery, sells 10:80 A. M. all goods pledged prior Feb. 26, 1905.

March 7—Odds and ends consignment.

March 8—Jewelry. Ivan Prince, 311 7th av.

March 9—Jewelry. Eleinbaum & Isaaos, B'klya.

PUBLIC NOTICES.

SUPREME COURT, APPELLATE DIVISION, FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Rall-road Commissioners for The City of New York for the appointment of three commissioners to determine and report whether a rapid transit rallway or rallways for the conveyance and transportation of persons and property, as determined by the Board, ought to be constructed and operated.

BROOKLYN AND MANHATTAN LOOP LINES, Manhattan Route.

Public notice is hereby given that, pursuange to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street, Borough of Manhattan, City of New York, on the 9th day of March, 1904, at one o'clock in the afternoon of that day, or as soon thereafter, as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report, after due hearing, whether a railway or railways in the said city for the transportation of persons and property ought to be constructed and operated. The papers upos which the aforesaid application will be made are the petition of the said Board, dated the 8th day of January, 1906, and the amdayits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906; and in addition thereto such other papers as shall be presented to the Court by the said Board.

An description of the route and general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial sympass of the said route in the County of New York:

In the Borough of Manhattan: From the Williamsburg Bridge the route passes underground in Delancey Street, near Norfolk, and then runs west under Delencey Street to the Bowery, and will the modified of the propers of the said route in the county of New York:

In the Borough of Manhattan: From the Williamsburg Bridge the route passes underground west under Delencey Street to the Bowery, and William Street, near Norfolk, and then runs west under Delences of three tunnels, which may be described as the Old Slip Tunnel, the Maiden Lane.

The Maiden Lane frunel

passes under Maiden Lane.

The Beekman Street Tunnel passes under Beekman Street.
Each of these three tunnels passes under the Bast River to the easterly boundary of the County of New York.

There are several spurs forming a part of this route. One spur begins at Grand and Centre Streets in Manhattan, and runs west under Grand Streets and Desbroases Street to the Desbroases Street ferry. Another spur forms a connection, by means of a line under Canal Street, with the Manhattan end of the Manhattan Bridge. A third connects with the City Hall loop of the present subway by means of a line under Beekman Street.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine, after public hearing of all parties interested, whether such railway or railways ought to be constructed and operated, and shall report to evidence taken to said Appellate Division, together with a report of their determination, which report, if in favor of the construction and operation of such railway or railways (each the Board will ask that it shall be), shall, when consent of the property owners along the line of said railway or railways.

Dated New York, February 15, 1806.

BOARD OF RAPID TRANST RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK.

BION L. BURROWS. Secretary.

SUPREME COURT, APPELLATE DIVISION FIRST DEPARTMENT.

In the matter of the application of the Board of Rapid Transit Railroad Commissioners for the City of New York for the appointment of three commissioners to determine and report whether a rapid transit railway or railways for the conveyance and transportation of persons and property, as determined by the Boardought to be constructed and operated.

14th Street Route.

Public notice is hereby given that, pursuant to the provisions of Chapter 4 of the Laws of 1891, as amended, the undersigned Board of Rapid Transit Railroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Judicial Department, at a term thereof to be held at the Appellate Division Court House, Madison Avenue and 25th Street. Borough of Manhattan City of New York, on the 9th day of March, 1906, at one o'clock in the afternoon of that day, or as soon thereafter as counsed can be heard, for the appointment of three commissioners in the above entitled matter to deternoon of that day, or as soon thereafter as counsed can be heard, for the appointment of three commissioners in the above entitled matter to deterning and report after due hearing whether arallway or railways in the said City for the transportation of persons and property ought to be constructed and operated. The papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidities and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February 1906, and the addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the said railway or failways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York: in the Borough of Manhattan: 14th Street from the Hudson River to Avenue C. Ninth Avenue from 14th Street to Gansevoort Street; Greenwich Street from Spring Street to Liberty Street from Washington Square East Wooster Street from Washington Square to Canal Street to Canal Washington Square; Washington Square East; Wooster Street from Washington Square to Canal Street; Canal Street from Wooster Street to Centre

Wooster Street from Washington Square to Canal
Street.

The object of the aforesaid application is to
obtain the appointment of commissioners who
shall determine after public hearing of all parties
interested whether such railway or railways ought
to be constructed and operated, and shall report the
evidence taken to said Appellate Division, together
with a report of their determination, which report, if in favor of the construction and operation
of such railway or railways (as this Board will ask
that it shall be shall, when confirmed by said Court,
be taken in lieu of the consyst of the property
owners along the line of said railway or railways.

Dated, New York, February 18, 1908.

BOARD OF RAPID TRANSIT RAILROAD COMMISSIONERS FOR THE CITY OF NEW YORK.

By ALEXANDER E. ORR.

President.

BION L. BURROWS,
Secretary.

SUPREME COURT, APPELLATE DIVISION. FIRST DEPARTMENT. In the matter of the application of the Board of Rapid Fransit Raliroad Commissioners for the City of New York for the appointment of three commissioners to determine and re-port whether a rapid transit raliway or raliways for the conveyance and transportation of persons and prop-erty as determined by the Board, ought to be constructed and operated. Van Cortlandt Park Route.

erty as determined by the Board, ought to be constructed and operated.

Van Cortlandt Park Route.

Public notice is hereby given that pursuant the pursions of Chapter 4 of the Laws of 1821, as amended, the undersigned Board of Rapid Transit Raliroad Commissioners will apply to the Appellate Division of the Supreme Court of the State of New York for the First Department, at a term thereof to be held at the Appellate Division Court House, Madison avenue and 25th street. Borough of Manhattan, City of New York, on the 9th day of March, 1906, at one o'clock in the aftermoon of that day, or as soon thereafter as counsel can be heard, for the appointment of three commissioners in the above entitled matter to determine and report after due hearing whether a railway or railways in the said City for the conveyance and transportation of persons and property ought to be constructed and operated. This papers upon which the aforesaid application will be made are the petition of the said Board dated the 28th day of December, 1905, and the affidavits and papers accompanying the same, all of which were filed in the office of the Clerk of said Appellate Division on or about the 9th day of February, 1906, and in addition thereto such other papers as shall be presented to the Court by the said Board.

A description of the route and the general plan of construction of the said railway or railways forms part of the papers filed as aforesaid with the said Clerk of the Appellate Division. The following is a brief and substantial synopsis of the said route in the County of New York; the Borough of The Bronx: Broadway from 200th Street to a point 285 feet north of 242d street.

The object of the aforesaid application is to obtain the appointment of commissioners who shall determine after public hearing of all parties interested whether such railway or railways ought to be constructed and operated, and shall report the evideace taken to said Appellate Division, together with a report of their determination, which report, if in favor of t

WANTED FOR U. S. ARMY: Able bodied unmarried men between ages of 21 and 35; citizena of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 2506 8th Ave., 2500 Third Ave., 749 6th Ave., 2506 8th Ave., N; Y., or 363 Fulton St., Brooklyn. SITUATIONS WANTED-MALE.

AN INCOMPETENT MAN, with no qualifica-ions, intellectual or otherwise, totally devoid of nowledge on any subject, stupid enough to plent tree with the roots in the air, is desirous of ob-aining employment; correspondent preferred; aining employment; correspondent preferred; so dollars per week. J. S., box 109 Sun office. TELEGRAPH OPERATOR, exchange experience and references, desires position with reliable house. Address T., box 116 Sun office.

SITUATIONS WANTED-FEMALE. STENOGRAPHER, typewriter, office assistant; neat penman; somewhat experienced; moderate salary; willing worker. S. W., 606 Rockaway av.

BOOKBINDER—An accomplished by wants a situation. Address E. W., bor